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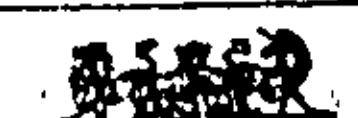
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Nos. 22 & 24, QUEEN'S ROAD CENTRAL, Hongkong, 14th June, 1890.



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MANUFACTURERS OF AERATED WATERS.

OUR AERATED WATER MANUFACTORY is replete with the best Machinery, embodying all the latest improvements in the trade.

The greatest attention has been paid to appliances for ensuring purity in the Water-supply, to secure which we have added a Condenser capable of supplying us with 3,000 gallons of distilled water a day, and are now in a position to compete in quality with the best English Makers. Our Sweet Waters cannot be surpassed anywhere. The purest ingredients only are used, and the utmost care and cleanliness are exercised in the manufacture throughout.

LARGE BOMBAY "SODAS"

We continue to supply large bottles as heretofore, free of Extra Charge, to those of our Customers who prefer to have them to the ordinary size.

COAST, PORT ORDERS.
Whenever practicable, are despatched by first steamer leaving after receipt of order.
FOR COAST PORTS. Waters are packed and placed on board ship at Hongkong prices, and the full amount allowed for Packages and Empties when received in good order.
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PURE AERATED WATERS
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No Credit given for bottles that look dirty, or greasy, or that appear to have been used for any other purpose than that of containing Aerated Water, as such bottles are never used again by us.

A. S. WATSON & CO., LIMITED, Hongkong, China, and Manila.

DEATH.

On the 15th June, drowned, at Malacca, JAMES WOODFORD ERNEST, eldest son of E. W. Birch, aged seven years.

The Hongkong Telegraph

HONGKONG, WEDNESDAY, JUNE 25, 1890.

TELEGRAMS.

THE SILVER BILL.

NEW YORK, June 17th.
The Senate has voted the Silver Bill by forty-two against twenty-five votes.
[Through the courtesy of a friend who has received a private telegram we are enabled to say that the bill has passed with trifling amendments. Ed, Singapore Press Press.]

ENGLAND AND GERMANY.

LONDON, June 17th.
An Anglo-German Convention has been concluded by which Germany withdraws all claim to Witu and Somaliland and in exchange receives the island of Heligoland.
[Heligoland is an island in the North Sea in 7 deg. 5 min. E. long, and 54 deg. 11 min. N. lat., and about 24 miles from the mouth of the Elbe. Area, inclusive of the adjacent island termed "Sandy," three-quarters of a square mile.]

The population, as taken at the census of 1881, was 2,001, and is now about 2,200. It is the smallest organized British Colony.
Heligoland was surrendered to the British arms in 1807, and formally ceded to Great Britain by Denmark in the treaty of Kiel, 1814.
It was formerly much larger than it now is, in fact the two islands, now nearly a mile apart, formed one up to 1720, when a storm separated them. It is on Sandy Island that the sea bathing, perhaps the finest in the world, takes place. The main island is a red sandstone cliff about 770 feet high, with (in one spot) inaccessible sides.]

(From the *Diario*.)

SPAIN.

MADRID, June 17th.
Cholera has broken out in five towns in Valencia, and many deaths have occurred. Yellow fever has developed itself in Malaga.

THE "PERAL."

Isaac Peral, the inventor of the submarine boat, has been granted a title and \$100,000.

LOCAL AND GENERAL.

OWING to extreme pressure on our news columns, some interesting correspondence and other items have unavoidably been held over.

CAPTAIN JOHN P. ROBERTS, according to latest advices from the North, has left Shanghai under instructions from the Insurance Companies, with all the necessary appliances for saving the cargo of the wrecked steamer *Tanjin*.

The *Japan Gazette* says that Mr. Tsuruhara Sadakichi has been appointed Japanese Consul to Shanghai.

DR. MEDRROS, Bishop of Macao, left Singapore yesterday for this port by the Messageries Matins steamship *Meibourne*.

"TRUE BILL" from the Singapore *Free Press*:—"Burling is off here for the present. 'Bezzling' still on in Hongkong." Right you are, pard. How doth the little busy bee, etc., etc.

We are informed that Captain S. Ashton, the popular Commodore of the Douglas Company's line, has accepted the Presidency of the British Mercantile Marine Officers' Association.

THERE is no truth in the report that the Devil is dead and that his funeral was attended by His Excellency the Administrator and Mr. Attorney-General Goodman—the windy man from Mauritius.

AT the Chief Presidency Magistrate's Court, Calcutta, on the 7th inst., E. H. Solomon was remanded, previous to being committed for trial, on the charge of defrauding the Hongkong and Shanghai Bank of Rs. 350,000.

THE steamship *Onia* landed about 1200 tons of railway iron at the Associated Wharves, Shanghai, the other day. This is strong evidence that somebody believes in the railways for China, of which we have heard so much lately.

SYED MAHOMED AISAGOFF, the well-known Singapore merchant, was on the 16th inst. committed for trial at the Assizes, on a charge of illegally administering drugs to a certain woman to cause miscarriage, etc. He was admitted to bail in the sum of \$20,000.

MESSRS. Adamson, Bell & Co., agents for the Canadian-Pacific Line, inform us that the steamship *Parthia* left Vancouver on Saturday afternoon, the 21st inst., for Japan, etc. The *Parthia* hence on 15th May and from Yokohama 20th May, was delivered in New York on the 19th inst.

THE "Glen" liner *Glenora* left Foochow for London on Saturday last with a cargo of 2000 tons of tea at the noble rate of 30/- per ton. Three other steamers, representing the "Ships," "Mutual Shippers," and "Blue Funnel" lines, respectively, are under orders to take tea from Foochow to the "metropolis of the Universe," at the uniform rate of 20/- per ton. *Tempora mutantur, etc.*

THE day before yesterday a dreadful murder was committed in Chinese territory, just over the frontier at Yaumati. A girl of sixteen had had ten dollars given to her that day by her uncle who had just returned from California. The village of three old women living in the same village arranged her for the sake of the money. Inspector Matheson made inquiries, and found that two of the culprits were in custody at Kowloon City, the third having escaped.

THE Stanley Opera Company played the popular opera bouffe "Paul Jones" at the Theatre Royal, City Hall, last night, a fairly good house. The excellent acting of Mr. Harry Pyne, aided by Mr. W. Driscoll, who would do much better if he could introduce a little variety in his business, chiefly contributed to the successful result achieved. We don't propose criticising "Paul Jones" in detail at present, but would suggest that it could safely be repeated sometime next week, and in the meanwhile Mr. Stanley might try and secure a stage manager who can instruct his young ladies in the histrionic art and in something approaching a decent pronunciation of the English language. And while the company is in the neighbourhood, kindly leave his eye-glass at home—Spanish naval officers don't wear that article—and try and sing from his chest! To-night "Olivette" will be repeated, by request.

A most terrible accident occurred in Osaka on the 15th inst. The day was chosen for the launching of the newly built sailing vessel, the *Dai San Seikun*, the ceremony being fixed for four p.m. The occasion naturally excited a good deal of interest, and a large crowd assembled. About 250 people had crowded on board, but the proprietor, Mr. Kino, who saw the danger of so many being on the vessel, ordered a hundred of them off. The vessel having been decked with bunting, the launch was commenced, and she began to descend the slips. Unfortunately the ropes used in securing the ship were too short, and as it was ebb tide and the current was very strong, she heeled over to the north, still being in the shoal. The people on board, to the number of about fifty, rushed in dismay to the other side, which had the effect of turning her completely over. Cries for help resounded on all sides, but they were speedily drowned, for all the people were precipitated into the water before help could be rendered. Those on land hastened to give what assistance they could. Boat hooks were used to try and get the victims of the catastrophe out of the vessel, for some were below when the sank, but their efforts were unavailing, as the water was very deep. Eventually the vessel was pulled to the Chiyosakibashi Bridge by means of ropes, and it was attempted to pump out the water out of her, but it was found that there were holes in her bottom, so the efforts were not successful. Governor Nishimura having been informed of the catastrophe, rendered all the assistance in his power. He and others lent boats to save the lives of those who had managed to keep afloat, and to search for the dead. The latter work is still going on. Fifty-five bodies have been recovered, and four persons who were on the vessel are missing, 20 were also wounded in the work of rescue.

We publish in another column a very able letter from the pen of Mr. J. J. Francis, Q.C., on the subject introduced in the Legislative Council the other day regarding Chinese concubines, etc. Our views and those of those of "an old China hand," practically agree with those of the learned Q.C., and when we deal with the question at length, as we propose doing in a day or two, we shall have the painful duty of pointing out to Mr. Administrator Fleming and Attorney-General Goodman that the sooner they drop the Colonial Office dictatorial style they have assumed as their recognised policy in Hongkong, the easier will be the "cropper" they are bound to come in the near future. Mr. Fleming, notwithstanding blunders which will not easily be forgotten, appears to be a well-meaning and sensible man, who is desirous of doing his best for the interests he has been specially sent out to guard and conserve. Mr. Goodman, on the other hand, is a long-winded twaddler of the social purity style, who altogether misunderstands public feeling and public opinion in Hongkong. He will have to be taught. And might we be permitted to ask Mr. J. J. Francis, and Mr. C. P. Chater, who voted against their colleagues the other day, to carefully read over the "Protection" Ordinance before the next meeting of Council? We don't believe that either of these worthy gentlemen knew what he was voting for. And will Mr. J. J. Francis, Q.C., the next time he wants anything printed in our widely-circulated paper, send us his "copy" before 6.30 p.m.—when we were actually in press—otherwise we shall be awfully sorry to have to decline to print the learned counsel's views. He is an old journalist, and knows quite well that in sending his letter to the *China Mail* (an evening paper) about 11 p.m., and to the *Hongkong Telegraph*—published at 5.30—aix hours later, he was indulging in a universally-recognised rule of journalistic etiquette.

At the Magistrate's this morning, before Mr. Woodhouse, application was made for an adjournment for the *Marina Hotel* of which Mr. Andrew Foster was registered as manager. There being no objection the application was granted.

THE Douglas Company's steamer *Namoa* reports that very heavy rains were experienced in Foochow last Sunday. At Peking the anchor was blown down to the flood tide, and when the *Namoa* left, rain was still falling in torrents.

THE *Peking Gazette* of May 25th contains a decree sanctioning the retirement of Yu Chih-kai, Acting-Governor of the Canton province, who has applied to be relieved of this duty on account of ill-health. The Viceroy at Canton is directed to take charge of the vacant post in addition to his own functions. Kuai Te-piao has been transferred to Canton as Provincial Treasurer, and Yu Yin-lin is appointed Treasurer for Fukien and Formosa.

THE China Merchants' Companies' Wharf at Canton is rapidly approaching completion, and in a very few days the *Kiang-tsun* will possess the same advantages in shipping passengers as the opposition steamers. And yet for many years the Steamboat Company and Messrs. Butterfield and Swire have been under the impression that they had an undisputed monopoly of wharves in Canton. This only shows that even the great Homer (vulgarily known as "little Mac") nods sometimes. But the China Merchants may find difficulties in the way after their new wharf is in full swing. Unless, however, which is frequently the case, the China Merchants' little "strongly resembles that Act of Parliament which is traditionally associated with a carriage and four. Time will show.

THE remains of the late Marquis Tseng arrived at Shanghai by the *Hsinyu* on the 19th inst. and were conveyed to the Chinese cemetery, the Kingman Arsenal, where the local officials will pay their respects before the final transfer of the remains to the native place of the deceased. When the *Hsinyu* passed the Taku Forts, the soldiers lined both sides of the river and kept up a fusillade in honour of the deceased statesman. On arriving at Woosung, the forts and gunboats fired salutes. The procession was one of the most imposing of its kind that has been seen in Shanghai for a long time. It took nearly half an hour in passing, and caused considerable interruption to vehicular traffic on the Bund and Nanking Road. There were the usual strong detachments of banner-bearers and soldiers, most of the latter carrying an antiquated gun in one hand and an umbrella in the other, to keep off the rain! There were also a few sailors, inferior mandarins, trumpeters, etc., and the rear was brought up by a brass band, the funeral car (in the shape of a huge dragon and borne by 32 men) and several white sedan chairs, which filled the place of mourning coaches in a western funeral procession. Many tablets and other marks of the deceased statesman's importance were carried, and altogether the show was an imposing one from a Chinese point of view, although the foreign elements of the procession were somewhat unusual and unpleasant. The remains arrived at the Kingman Arsenal about noon. A band of military musicians played what seem to be intended for foreign tunes, on foreign instruments, to the best of their ability. The only ship at the Arsenal was just about to leave the dock, but fired three guns as the procession wended its way up to the main entrance. We hear it was intended to deposit the coffin in a building which had been hastily erected outside the Arsenal for the special purpose. A message, however, was received, that the Viceroy would remain near the coffin so as to pay the proper ceremonial observances every day, and as it would be inconvenient for her to pass to and from the official quarters assigned for her use and the proposed new building, the coffin must stand in the large reception hall of the official quarters. It was accordingly placed in this building with the usual ceremonies observed on such occasions. There seems a certain amount of appropriateness in selecting this place, because it had been used by the Marquis when living. In 1872 he stayed for some days with his sister Tseng Tsiang, who was then the Chinese Viceroy, leaving for England as Ambassador, and spent a few weeks in these same quarters, portions of which are furnished somewhat after foreign fashion, and lighted with gas made near the premises. The Director of the Arsenal being the brother of the deceased Marquis, and H.E. the Marquis's wife being the sister of the late Marquis, it is supposed the coffin will remain at the Arsenal for some time before it is removed to the family vaults in the province of Hunan.

SUPREME COURT.

IN SUMMARY JURISDICTION.

(Before Mr. A. G. White, Acting Palms Judge.)

AN ASSESSMENT APPEAL.

The Hongkong Gas Co., Limited, appealed against the assessment of their property by the Rating Authority.

Mr. Francis, instructed by Mr. Bowles, appeared for the appellants, the Attorney-General (Mr. W. M. Goodman), instructed by Mr. Johnson, representing the Government.

Mr. Francis, in opening the case for the appellants, said there were three grounds upon which the appeal was based. The case arose from the fact that for the first time in the history of the colony an attempt had been made to assess rates upon the Gas Company's mains. In order to show how the law stood upon the subject he went to the law books and read upon for a moment what the result would be if Mr. Cross, the Company's manager, had just arrived in this colony with all the necessary machinery for starting gas-works, and selected, upon arrival, the present site occupied by the Company at the extreme western end of the Praya. "What would the owner charge him for that site with buildings thereon? No matter what figure they charged, and it was reasonable to conclude that they would charge no more than the proper market value of the property," the price paid for the site would be the value of the property. At one time the Company was assessed upon \$5,000, and of late years upon \$8,500, which latter, owing to the enhanced value of property in this colony, was probably correct, and it was possible that no question would have been raised about it this year had not the Government tried to assess on the Company's mains. Any land, with or without buildings, was considered as a separate tenement in a strictly legal sense. But as regarded the Gas Company they simply had the right conceded to them by the Government to lay down pipes. "This did not constitute an estate in land, and the Company could not be considered as holders of the land through which the mains passed. No one would give ten cents for the company's business if it were shown that it did not possess the right, free of taxes, to lay its mains down in any part of the Colony. The Government had no more right to assess on the property of the Company, as the land through which its mains passed, than it had to charge for a mere easement in fee simple. It was to be taxed unless power to do so was expressly contained in the Ordinance, and as no such power was contained therein it was evident that the

Legislature had deliberately omitted to insert such a power.

Mr. F. W. Cross was then called. He said:—I am the manager of the Gas Works, and have been here three and a half years. We have never been assessed on our mains until this year, when Mr. Chapman claimed on the pipe-line. We occupy two Marine lots at Lap-sap-wan, with an area of 63,000 feet. There are a number of buildings thereon, in connection with the works. The valuation this year—\$8,500—is excessive by \$2,000, unless the value of the plant is included. We have never been assessed for the land through which our mains run; we have a right to lay them, free of any charge but that of repairing the road. The Surveyor-General can stop that right at any time, however. We intended to appeal last year on an assessment that was lower by \$950, but did not do so.

The Attorney-General, for the Crown, contended that it was the duty of the Assessor to include everything of the sort, for the public benefit. The fact that the Company had never paid it before did not prevent them from doing so now, as similar concerns did in England.

Mr. A. Chapman, Assessor of Taxes, was then called. He said:—I was appointed in November last, having had nine years' experience as Assistant Rating Surveyor to the North-Eastern Railway Company in England. I calculated the assessment now in question on the value of the property as set out in the Company's report, but made deductions. For example, the 63,000 feet of land occupied by them I valued at \$250 per foot, although adjoining land is valued at \$350. I made other deductions also. On the figures given by Mr. Cross the assessment should have been higher than one of which he complains.

By the Court—I calculated the rental for the mains at \$350, but it should have been \$1800 or \$1000.

Mr. Francis then closed the case for the appellants, contending that the assessment had been based on the English system, and not under the local Ordinance.

His lordship reserved judgment.

THE BARRADAS CASE.

Last night the steamer *Nansing* arrived, bringing from Manila Detective Inspector Stanton and Detective Sergeant McIver, who had in their custody the now notorious Barradas, the Post Office clerk and embezzler. They had him in custody on board on Saturday, at the British Consulate, after a delay of about a month. He was then in tears, and said nothing except that the amount he had embezzled was less than \$46,000. On the voyage he stated that he had lost heavily in speculation, and that his accounts had been wrong since 1888. He was in Manila three weeks without being even suspected, and his arrest only took place when, on applying to the Colonial Secretary there for papers of identity to enable him to go into the provinces—where he wanted to start as a teacher of English—that official recalled the fact that the Hongkong Government had wired something about wanting a man of the same name, and therefore caused him to be arrested. He had not a cent on him when searched, but that may be accounted for by the fact that his wife had been visiting him daily during his incarceration.

When brought before Mr. Woodhouse this morning he looked thin and anxious. McIver, prosecuted, and in answer to his Worship said that no charge had as yet been framed. He applied for a remand for a day or two for that purpose.

His Worship—I suppose the charge will be the Zelido Maria Barradas, 34, Portuguese, did on the 22nd March, 1889, and on divers other days between January, 1888, and that date, being then employed as clerk in the public service of her Majesty in this Colony, steal divers sums of money, amounting in all to \$16,000 or thereabouts, belonging to the Postmaster General.

Detective McIver—Yes, that is the charge. He was handed over to us in the British Consulate.

His Worship—I will remand the case until to-morrow, subject to any alterations. Have you any questions?

Prisoner—No, I leave everything to my counsel. I would like a remand of two days, if possible.

His Worship—I will remand it till to-morrow at present—if there is any reason for further remanding it then, for the purpose of your defence, I will do so. Bail will be refused.

ANOTHER EMBEZZLEMENT BY A PORTUGUESE.

The epidemic of Portuguese—or ought we to say to say Macaoese?—rascality is still raging. By reliable advices from Manila we learn that J. Jorge, a clerk in the employ of the Banco Español Filipino—a cousin, we believe, of Gabriel Jorge, who was sentenced the other day to fifteen months imprisonment at the local Criminal Sessions—has been arrested on a charge of forgery—the amount being stated at the modern value of \$25,500. It appears that certain cheques were cashed at the Bank, aggregating the amount named, and the crime was eventually traced to Jorge, who has accordingly been carefully looked after by the Spanish authorities. The *Comodoro* of the 18th inst. states that some days before the Bank authorities received a letter purporting to come from a prominent firm in Manila, asking for a new cheque-book, to be given to the bearer of the letter. No suspicions being aroused, the request was complied with. On the 16th inst. two of the cheques were brought by the same person, one being filled in for \$10,000 and the other for \$15,500. Everything appearing to be regular, they were paid in silver, the only objection offered being to the inconvenience of the arrangement. On the 17th the firm whose name had been forged received an anonymous letter, telling them what had occurred, who had done it, and where the money was. They at once communicated with the authorities, and the Bank and the house indicated were visited. In an hour or two were found twenty bags containing, each, \$500, more in a bag on the table, being part of a sum of \$7,000 generously given to the landlady, and \$300 in notes. \$1,700 more were found hidden in the barrel of a mucker. A young man—presumably Jorge, although no name is given—two men, two women, and two native youngsters, were arrested.

CORRESPONDENCE.

[We do not necessarily endorse the opinions expressed by Correspondents in this column.]

THE RECOGNITION OF CHINESE MARRIAGES.

TO THE EDITOR OF THE "HONGKONG TELEGRAPH."—SIR,—Will you permit me through your columns to protest formally and publicly against the way in which the Attorney-General and the Legislative Council seem inclined to treat the very grave question raised by Dr. Ho Kai in connection with the Bill before the Council yesterday to consolidate and amend the law relating to the protection of women and girls.

By the law of England, which the Attorney-General professes to be the law in this Colony, the Chinese as well as the Europeans, all connection between a man and a woman otherwise than in marriage is prostitution.

English law, he says, recognizes neither polygamy nor concubinage in any shape or form,

therefore every Chinese woman living in this Colony who is in the position of a second or third wife or of a concubine, however respectable the parties and however honorably they may be looked on by their neighbours, is living in a state of prostitution.

Under Section 6 of the present Bill any Chinaman who takes any girl under the age of 16 by English computation as second or third wife or as concubine, in accordance with Chinese law and custom, is guilty of a misdemeanour and on conviction is punishable with two years' imprisonment with hard labour.

The girl's mother and every friend or relative who has acted or part in inducing her to go and live with the man is also guilty of a misdemeanour under Section 5 and is punishable in the same way.

It is useless to plead that the girl was given in marriage, that she was a fully consenting party, that Chinese law and custom recognizes and legitimates such unions. These are no defence for a Chinese marriage is no marriage, according to the Attorney-General and of course he is absolutely correct, if English law in its integrity applies in this colony to the Chinese in their social relations.

Now for the 50 years this Colony has been in existence, no attempt has been made to put English law in force in such respects at all. The Chinese have followed, with the tacit sanction of Courts and Governments, their own laws and their own customs—married as they pleased, had wives and concubines as they pleased—adopted sons as it suited them. Property has passed from father to son for the fifty years under this dispensation, and no one has ever asked whether the person claiming the property of the deceased was a son by a first wife or by adoption. Yet there has been an Official Administrator whose duty it was to see to those things and an Attorney-General whose duty it was to see to the rights of the Crown where there were no lawful heirs or next of kin. The Government has deliberately "fucked" the question. Excuse the expression—it is the only one that truly expresses the attitude of the Government towards that and other kindred questions—of all brag and bluster, when there was no special need for action—weak, timid, helpless when the question had to be fairly faced and met. The Courts have deliberately evaded the question of Chinese marriage and Chinese adoption. Case after case has arisen that seemed necessarily to involve the settlement of one point or other, but they have gone off on some side issue and the thing has never been brought to a test.

There is a case pending now in which a decision seems almost impossible to be avoided, yet I doubt if it will come up fairly, that it must be judicially determined whether adoption is a respectable custom.

So long as only civil consequences are involved the question may, as His Excellency the Acting Governor said, be safely left to the Courts, but when what is a recognised Chinese custom comes to be declared a crime, for which a man is liable to be punished with two years' imprisonment and hard labour, the question is much more serious, and the Government, the Legislature must formally declare itself and say distinctly whether that which has hitherto been subjected to no law is to become criminal. To pass the ordinance in its present form without a formal declaration on the subject would be a crime.

Blackmailing is a common practice among the Chinese—very common. Witness the cases in the Police Court arising out of the old ordinances relating to kidnapping. Think of a respectable Chinese merchant who, relying on the sanction given by the Government for the last 50 years to Chinese usages, takes as his second wife a respectable young girl under 16 years of age, with the full consent of her parents and relations, being blackmailed by some scoundrel, or charged at the Police Court under section 6 of this Bill. Once charged he is absolutely defenceless, if the Attorney-General's view of the law is correct, and must be convicted. What a scandal!

The Chinese were publicly and formally invited to come and settle here under a promise that their laws, customs and religions should be respected. That proclamation was never formally repealed or revoked. It was only repealed, if repealed or withdrawn, by implication, when the ordinance introducing English law was passed and proclaimed. For fifty years Chinese religions, Chinese customs, Chinese law, so far as it regulated the inner life of the Chinese and the succession to property, has been in full operation with the full knowledge and consent of the Government.

If the Government is now to go back upon that fifty years and upon all it has sanctioned, then it must make up its mind and say so in express terms, and face the anger of the Chinese population and their righteous indignation.

If without formal proclamation by the Government that Chinese marriages are illegal, and nothing better than prostitution, any man is convicted and punished for taking a second wife or a concubine under 16, or even prosecuted, it will be a public scandal and disgrace—the administration of injustice, not of justice.

Yours truly,

JNO. J. FRANCIS.

Hongkong, 24th June, 1890.

DEATH OF A NOTABLE CHINESE.

Another link binding the old Canton of antedate times with the Hongkong and China of to-day was snapped asunder the other week, when Mr. Ng Chi-ying, better known as Houqua, passed over to the great majority in his splendid mansion at Hop-man at the comparatively early age of 56 years. Mr. Ng was the son of that historical character Houqua, who more than half a century ago was the principal member of the unique corporation in Canton known as the Co-Hong, through whom the whole of the foreign trade was transacted in the old Factory days, when the East India Company was still a power in the land, and Hongkong was a *terra incognita*. Houqua's wealth was said to reach a fabulous amount, and it is recorded that when Canton was threatened with attack in May, 1841, by the British forces under Sir Hugh Gough, who had taken up a position on the heights north of the city, a ransom of half millions of dollars was levied on the city, of which the great Co-Hong merchant contributed no less than eleven hundred thousand dollars. On another occasion Houqua was mulcted to the tune of a million dollars on the requisition of the Viceroy, to pay off the debts of three members of the Co-Hong to foreigners. For the following references to this Chinese worthy, we are indebted to the author of that most interesting work, "The Fan-Kwae at Canton before Forty days."

"The amount of Houqua's fortune was frequently a subject of debate; but on one occasion, in referring to it in connection with his various investments in rice-fields, dwellings, shops, and the banking establishments known as shroffs, and including his American and English shipments, he estimated it, in 1834, at twenty-six millions of dollars. Assuming the purchasing power of money at that time as being but twice greater than at the present day, it would not represent a sum of \$15,000,000. He was a person of remarkably frugal habits (as regards his style of living) from choice and not from lack of a feeble frame of body. His generosity was boundless, and in accounts he was singularly methodical and precise, never multiplying them beyond what was absolutely necessary. The two or three rooms which he occupied during hours of business in his vast, well-regulated Hong were furnished with simplicity itself.

"He withdrew from general business with the foreign community after the Honourable East India Company left Canton, and confined himself exclusively to the house of Messrs. Russell & Co. Through them his foreign business was entirely managed. His yearly shipments to London of those celebrated Chops of Congo, grown on his family estates in the Woo-EE country, were well known and appreciated in the English market. His transactions were of a very important scale, and he entrusted them to his Canton agents, through whom they were carried out, with the well-merited confidence which they inspired. They embraced England, the United States, and India. As another illustration of his generous nature, I may refer to an affair that took place nearly fifty years ago, in which his orders were not complied with. We had shipped a cargo, principally of raw silk belonging to himself, which he had ordered from the silk country. It was sold at a large profit. His instructions were that the proceeds were to be returned in East India Co. bills on Calcutta. To our surprise and his disappointment, the result of the sale was invested in a cargo of British goods. It was an injudicious arrangement (free trade then beginning) to ship largely of English manufactures, as his own shipment was sagacious, for but little silk was exported immediately after the opening of the trade. The result showed a difference of many thousands of dollars to his detriment. On the deviation of orders becoming known Houqua was at once informed that he should not suffer for this breach of instructions, and for the loss we would credit his account.

"The old gentleman replied, 'My consider, my show you to-morrow—that is to say, he would think it over and let us know his decision 'to-morrow.' The following day he was at the office, and this was his decision, which he emphasised by striking the floor with his cane—Write to Mr. C— and tell him he must be more careful in future, 'must take care.' He accepted the woollens, and refused to accept any indemnity. This last chief of the world-renowned 'Co-Hong,' which ceased with the treaties after an existence of 150 years, died at Canton on September 4, 1843, aged seventy-four, having been born in the same year with Napoleon and Wellington, 1767."

For services rendered to English subjects in Canton, Houqua was the recipient of various handsome presents from the British Government, which were most highly appreciated both by himself and family; and his son, whose death we have just recorded, was always proud to display these princely gifts to the numerous visitors of all nationalities to his famous mansion and gardens in Hongman. Mr. Ng Chi-ying knew little or nothing of the English language, but was reputed a thorough master of the Chinese classic, and was in every respect a well-bred and courteous gentleman. Houqua the younger will be as much missed by his friends and acquaintances in Canton and Hongkong as his father by the enterprising traders of Canton and Macao forty-seven years ago, and he will be sincerely mourned by a select circle of intimates, including Mr. Woo Lin-yuen, Mr. Ho Amel, and other leading members of our Chinese community.

Commercial.

CLOSING QUOTATIONS.
 Hongkong and Shanghai Bank—195 per cent. premium, sellers.
 Union Insurance Society of Canton—98 per share, sellers.
 China Traders' Insurance Company—97 per share, sellers.
 North China Insurance—115. 340 per share, sellers.
 Canton Insurance Company, Limited—115 per share, sellers.
 Yangtze Insurance Association—115. 84 per share, sellers.
 On Tai Insurance Company, Limited—115. 150 per share.
 Hongkong Fire Insurance Company—357 per share, buyers.
 China Fire Insurance Company—84 per share, buyers.
 Hongkong and Whampoa Dock Company—56 per cent. premium, buyers.
 Hongkong, Canton, and Macao Steamboat Co.—57 per share, buyers.
 China and Manila Steam Ship Company—103 per share, buyers.
 Hongkong Gas Company—115 per share, sellers.
 Hongkong Hotel Company—180 per share, sellers.
 Hongkong Hotel Co.'s Six per cent. Debentures—501.
 Indo-China Steam Navigation Company, Limited—25 per cent. dis., sellers.
 Douglas Steamship Company—54 per share, buyers.
 China Sugar Refining Company, Limited—167 per share, sellers.
 Luxon Sugar Refining Company, Limited—87 per share, buyers.
 Hongkong Ice Company—95 per share, sellers.
 Hongkong and China Bakery Company, Limited—80 per share.
 Hongkong Dairy Farm Co., Limited—10 per share, sellers.
 A. S. Watson & Co., Limited—21 per share, buyers.
 Chinese Imperial Loan of 1884 B—21 per cent. premium, sellers.
 Chinese Imperial Loan of 1884 C—5 per cent. premium, buyers.
 Chinese Imperial Loan of 1886 E—11 per cent. premium.
 Hongkong Rope Manufacturing Company, Limited—110 per share, sellers.
 The Hongkong Steam Laundry Co., Ltd.—25 per share, nominal.
 Punjani and Sanchie Dun Samantan Mining Co.—84 per share, sellers.
 The Kung Gold Mining Co., Ltd.—21 per share, sellers.
 The Imperial Gold Mining Co., Limited—131 per share, buyers.
 Hongkong and Kowloon Wharf and Godown Company—75 per share, sellers.
 Tonkin Coal Mining Co.—325 per share, sellers.
 The Hongkong High-Level Tramway Co., Limited—par, buyers.
 The East Borneo Planting Co., Limited—20 per share, sellers.
 H. G. Brown & Co., Ltd.—45 per share, sellers.
 The Seng Kee Planting Co., Ltd.—20 per share, sellers.
 Cruickshank & Co., Ltd.—40 per share, nominal.
 The Steam Launch Co., Limited—nominal.
 The Austin Arms Hotel and Building Co., Ltd.—50 per cent. dis., sellers.
 The China-Borneo Co., Ltd.—17 per share, buyers.
 The Darvel Bay Trading Co., Ltd.—38 per share, nominal.
 The Hongkong Brick and Cement Co., Ltd.—18 per share, sellers.
 The Green Island Cement Co.—28 per share, sellers.
 The Hongkong Land Investment Co., Ltd.—87 per share, sales.
 The Hongkong Electric Light Co., Ltd.—51 per share, sellers.
 Geo. Fenwick & Co., Limited—22 per share, sellers.
 The West Point Buildings Co., Ltd.—35 per share, sellers.
 The Peak Hotel and Trading Co., Ltd.—10 per share, sellers.
 The Labuk Planting Co., Ltd.—17 per share, nominal.
 The Lamag Planting Co., Ltd.—15 per share, sellers.
 The Jelabu Mining and Trading Co., Ltd.—44 per share, sellers.
 The Seima Tin Mining Co., Ltd.—24 per share, sellers.
 The Shamen Hotel Co., Ltd.—25 per share, nominal.
 The Kowloon Land Investment Co., Ltd.—17 per share, sellers.
 The Trust and Loan Co. of China and Japan—12 per share, sellers.
 The Hongkong Marine, Limited—par, nominal.

ON LONDON.—Bank, T. T. 3/31
 Bank Bills, on demand 3/31
 Bank Bills, at 30 days' sight 3/4
 Bank Bills, at 4 months' sight 3/4
 Credits at 4 months' sight 3/4
 Documentary Bills, at 4 months' sight 3/4

ON PARIS.—Bank Bills, on demand 4/19
 Credits at 3 months' sight 4/27
 On India, T. T. 2/11
 On Demand 2/11

ON SHANGHAI.—Bank, T. T. 7/11
 Private, 30 days' sight 7/21

Shipping.

ARRIVALS.
 NANZING, British steamer, 809, R. Talbot, 24th June, Manila and Amoy, 20th June, General.—Jardine, Matheson & Co.
 SMITH, Chinese steamer, 703, McIntosh, 24th June, Amoy 23rd June, General.—Malcampo & Co.
 ABEYSSINIA, British steamer, 2346, Geo. A. Lee, 24th June, Vancouver 30th May, Yokohama 15th June, General.—Adamson, Bell & Co.
 DIAMOND, British steamer, 1,030, Snow, 24th June, Singapore 18th June, General.—Ban Moh.
 JAPAN, British steamer, 1,865, T. S. Gardner, 25th June, Calcutta 9th June, Penang 16th, and Singapore 19th, Opium and General.—D. Sassoon, Sons & Co.
 FUSHING, Chinese steamer, 1,004, A. Croad, 25th June, Shanghai 21st June, General.—C. M. S. N. Co.
 YUKSANG, British steamer, 887, Bradley, 25th June, Whampoa 25th June, General.—Jardine, Matheson & Co.
 KAITONG, British steamer, 977, T. Gyles, 25th June, Whampoa 25th June, General.—Butterfield & Swire.
 NAMOA, British steamer, 863, T. G. Pocock, 25th June, Fochow 21st June, Amoy 23rd, and Swatow 24th, General.—D. Laprak & Co.

DEPARTURES.
 June 25, *Alvina*, German steamer, for Hoihow.

PARSONS-ARRIVED.
 Per *Fushun*, str. from Shanghai.—Mr. D. A. G. King, and 244 Chinese.
 Per *Nansing*, str. from Manila, &c.—Detective Inspector Stanton, Detective Melver, and the prisoner Barradas, and 110 Chinese.
 Per *Smith*, str. from Amoy.—3 Chinese.
 Per *Abyssinia*, str. from Vancouver, &c.—Messrs. Wm. Austin, C. E. Fearon, J. Chisholm, and 31 Chinese.
 Per *Japan*, str. from Calcutta, &c.—Mrs. T. S. Gardner, Mr. G. M. Gregory, and 550 Chinese.
 Per *Diamond*, str. from Singapore.—447 Chinese.
 Per *Namos*, str. from Fochow, &c.—62 Chinese.

DEPARTED.
 Per *Alvina*, str. for Hoihow.—50 Chinese.

REPORTS.
 The Chinese steamer *Smith* reports that she left Amoy on the 23rd instant. Had light breeze and fine weather.
 The Chinese steamer *Fushun* reports that she left Shanghai on the 21st instant. Had fine weather throughout, and light south-west monsoon.
 The British steamer *Abyssinia* reports that she left Vancouver on the 30th ultimo, and Yokohama on the 15th instant. Had fine weather.
 The British steamer *Diamond* reports that she left Singapore on the 18th instant. Had light moderate breeze and fine clear weather throughout, with smooth sea.
 The British steamer *Japan* reports that she left Calcutta on the 9th instant, Penang on the 16th, and Singapore on the 19th. Had light monsoon and fine weather throughout.
 The British steamer *Nansing* reports that she left Manila and Amoy, on the 20th instant. Had mostly fine weather, at times a little squalls throughout, with south-westerly winds.
 The British steamer *Namos* reports that she left Fochow on the 21st instant. Experienced strong south-west breeze and heavy rain squalls to Amoy. Left Amoy on the 23rd, and Swatow on the 24th. From Amoy to Swatow had light south-west breeze and fine weather, and from Swatow to port had light variable winds and fine weather. In Fochow, the steamships *Haiphong*, *Sin Nansing*, and U.S.S. *Monocacy*. In Amoy, H.M.S. *Matina*, and the steamships *Zafra*, *Nanyang* and *Cosmopolite*. In Swatow, the steamship *Hangchow*.

Post Office.

A MAIL WILL CLOSE
 For Swatow, Per *Kashan* to-morrow, the 26th instant, at 9.30 A.M.
 For Fochow, Per *Taitai* to-morrow, the 26th instant, at 10.30 A.M.
 For Swatow, Amoy, and Tamsui, Per *Formosa* to-morrow, the 26th instant, at 10.30 A.M.
 For Shanghai, Yokohama, and Vancouver, Per *Batavia* to-morrow, the 26th instant, at 10.30 A.M.
 For Europe, &c., India via Bombay, Per *Clyde* to-morrow, the 26th instant, at 11.00 A.M.
 For Kobe, Yokohama and San Francisco, Per *China* to-morrow, the 26th instant, at 9.30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.
 ACHILLES, British steamer, 1,488, Chas. Anderson, 24th June, Most 18th June, and Nagasaki 18th, Coals.—Butterfield & Swire.
 ACTIV, Danish steamer, 355, Hygon, 17th June, Quinhon 14th June, General.—Arnhold, Karberg & Co.
 AFGHAN, British steamer, 1,493, Thos. Golding, 21st June, Kobe, via Mozi 16th June, General.—Gibb, Livingston & Co.
 ALWING, German steamer, 400, A. Bendixen, 22nd June, Pakhoi 10th June, and Hoihow 21st, General.—Wiel & Co.
 AMIGO, German steamer, 771, T. Bruhn, 23rd June, Saigon 19th June, Rice.—A. R. Mary.
 ANCONA, British steamer, 1,888, W. D. Mudie, 24th June, Yokohama 14th June, Malle and General.—P. & O. S. N. Co.
 ARDAY, British steamer, 1,080, R. Cass, 21st June, Kutchinotzu 15th June, Coals.—A. G. Morris.
 BATAVIA, British steamer, 2,553, Williamson, 11th June, Vancouver 12th May, and Yokohama 4th June, General.—Adamson, Bell & Co.
 BORMIDA, Italian steamer, 1,499, C. Garano, 24th June, Bombay 7th June, and Singapore 18th, General.—Carlowitz & Co.
 CATTERTHUN, British steamer, 1,465, W. B. Drake, 18th June, Sydney 23rd May, Keppel Bay 20th, Townsville 28th, Cooktown 20th, Thursday Island 2nd June, and Port Darwin 8th, Coals.—Russell & Co.
 CHINA, American str., 5,200, W. B. Seabury, 14th June, San Francisco 21st May, and Yokohama 8th June, Malle and General.—F. M. S. S. Co.
 CHINTO, British steamer, 1,459, A. Hunt, 20th June, Sydney 27th May, and Port Darwin 12th June, General and Coals.—Butterfield & Swire.
 CLARA, German steamer, 674, Christensen, 15th June, Halphong 12th June, General.—Siemssen & Co.
 CLYDE, British steamer, 2,198, J. L. Parfitt, R.N.R., 24th June, Shanghai 21st June, Malle and General.—P. & O. S. N. Co.
 DON JUAN, Spanish steamer, 656, R. Beltran, 23rd May, Manila 30th April, General.—Brandao & Co.
 FELBRIDGE, British steamer, 1,336, John Ruthen, 8th May, Saigon 30th April, Rice.—Russell & Co.
 FORMOSA, British steamer, 674, T. P. Hall, 24th June, Tamsui 19th June, Amoy 20th, and Swatow 23rd, General.—D. Laprak & Co.
 GWALIOR, British steamer, 1,602, Francis Cole, 15th June, Bombay 30th May, and Singapore 6th June, General.—P. & O. S. N. Co.
 ISER, British steamer, 1,715, J. Marshall, 22nd June, Singapore 15th June, General.—Russell & Co.
 LIENSUNG, British steamer, 1,048, Middlelove, 21st June, London 7th May, and Singapore 15th June, General.—Jardine, Matheson & Co.
 MORAY, British steamer, 1,411, Wm. S. Duncan, 18th June, Saigon 14th June, Rice and General.—Adamson, Bell & Co.
 PAKSHIAN, British steamer, 833, J. J. Jenkins, 22nd June, Singapore, 8/3 Bangkok 15th June, Rice.—Hop Hing Hong.
 PHRA CHOM KLAO, British steamer, 1,011, F. Fowler, 23rd June, Bangkok 17th June, Yuen Fat Hong.
 STRAITS OF BELLE-ISLE, British steamer, 1,866, Gibbs, 13th June, Shanghai 10th June, Ballast.—Adamson, Bell & Co.
 TAIKANG, British steamer, 1,515, W. H. Jackson, 17th June, Swatow 10th June, General.—Jardine, Matheson & Co.
 TARTAR, British steamer, 1,567, D. S. Bailey, 17th June, Manila 14th June, Ballast.—Gibb, Livingston & Co.
 TONOSHAN, British steamer, 1,111, J. Young, 17th June, Singapore 3rd June, and Bangkok 11th, Rice.—King Tye Lung.

HONGKONG-STEAMERS.
Continued.
 VELOX, German steamer, 578, H. Johannsen, 22nd June, Penang 13th June, General.—Melchers & Co.
 YUNNAN, British steamer, 1,063, Peacock, 24th June, Swatow 23rd June, General.—Butterfield & Swire.

SAILING VESSELS.
 DANIEL, T. J. J. J., American ship, 1,620, Rodick, 26th March, New York 4th Nov., Petroleum.—Order.
 ELISE, German ship, 1,348, F. Rowell, 27th May, New York 5th January, Petroleum.—Captain.
 ELISABETH, German bark, 447, H. Ahrens, 4th June, Silam (Darvel Bay) 13th May, Hardwood.—Reuter, Brockelmann & Co.
 JOHN D. BREWER, American bark, 900, W. Vosselyn, 8th June, Honolulu 6th June, Petroleum.—Russell & Co.
 LANDSEER, American ship, 1,490, A. H. Laffin, 28th May, New York 21st Dec., Kerosene.—Russell & Co.
 PAPA, German bark, 745, C. L. Henne, 4th June, Hamburg 25th Jan., General.—Siemssen & Co.
 PARAMITA, American ship, 1,498, C. D. Prescott, 28th May, New York 7th Dec., Petroleum.—Adamson, Bell & Co.
 RICHARD PARSONS, American bark, 1,116, Geo. A. Freeman, 22nd June, New York 19th Feb., Kerosene Oil.—Russell & Co.
 SORIE, Norwegian bark, 471, J. L. Winkler, 31st May, Menado 2nd May, Ebony.—Siemssen & Co.
 TARABACA, British bark, 406, H. Kennett, 10th May, Sandakan 4th April, Timber.—Gibb, Livingston & Co.
 VELOCITY, British bark, 495, R. Martin, 18th June, Honolulu 3rd May, General.—Chinese.
 WM. LE LACHEUR, British bark, 575, E. Warner, 19th June, Lagunianoc 9th June, Wood.—Wiel & Co.
 Z. RING, British ship, 1,371, McLeod, 27th May, New York 20th Nov., Petroleum.—Russell & Co.

Shipping.
STEAMERS.
 DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY & TAMSUI.
 THE Company's Steamship
 "FORMOSA."
 Captain Hall, will be despatched for the above Ports, TO-MORROW, the 26th June, at 11 A.M.
 For Freight or Passage, apply to
 DOUGLAS LAFRAIK & Co.,
 General Managers.
 Hongkong, 24th June, 1890. [956]

THE Steamship
 "MORAY."
 Captain Duncan, will be despatched TO-MORROW, the 26th inst.
 For Freight, apply to
 ADAMSON, BELL & Co.,
 Agents.
 Hongkong, 23rd June, 1890. [918]

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
 FOR SYDNEY, MELBOURNE AND ADELAIDE.
 (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to NEW ZEALAND, TASMANIA, &c.)
 THE Steamship
 "CATTERTHUN."
 Captain Darke, will be despatched for the above Ports, TO-MORROW, the 26th instant, at 4 P.M., instead of as previously advertised.
 For Freight or Passage, apply to
 RUSSELL & Co.,
 Agents.
 Hongkong, 24th June, 1890. [872]

STEAM TO MANILA, VIA AMOY.
 THE Steamship
 "NANZING."
 Captain Talbot, will be despatched as above, on FRIDAY, the 27th inst., at 3 P.M.
 For Freight or Passage, apply to
 JARDINE, MATHESON & Co.,
 Agents.
 Hongkong, 25th June, 1890. [948]

THE SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.
 FOR BANGKOK (DIRECT).
 THE Company's Steamship
 "PHRA CHOM KLAO."
 Captain J. Fowler, will be despatched for the above Port, on FRIDAY, the 27th instant, at DAYLIGHT.
 For Freight or Passage, apply to
 YUEN FAT HONG,
 Agents.
 Hongkong, 24th June, 1890. [950]

STEAM TO STRAITS AND BOMBAY.
 (Calling at Colombo if sufficient inducement offers).
 THE P. & O. S. N. Co.'s Steamship
 "GWALIOR."
 Captain F. Cole, will leave for the above places, on FRIDAY, the 27th inst., at NOON.
 E. L. WOODIN,
 Superintendent.
 Hongkong, 20th June, 1890. [931]

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.
 FOR LONDON.
 THE Company's Steamship
 "KAISOW."
 Geo. L. Castle, Commander, will be despatched for the above Port, on or about the 27th June.
 For Freight, apply to
 ARNHOLD, KARBERG & Co.,
 Agents.
 Hongkong, 17th June, 1890. [949]

NAVIGAZIONE GENERALE ITALIANA (FLORIO AND RUBATTINO UNITED COMPANIES).
 STEAM FOR
 SINGAPORE, PENANG AND BOMBAY,
 having connexion with Company's Mail Steamers, to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES (LIGHERNO), and GENOA, all MONTECRISTO, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS, up to CALAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.
 THE Company's Steamship
 "BORMIDA."
 will be despatched as above, on SATURDAY, the 29th July, at NOON.
 At Bombay the Steamers are discharging in Victoria Dock.
 For further particulars regarding Freight and Passage, apply to
 CARLOWITZ & Co.,
 Agents.
 Hongkong, 24th June, 1890. [962]

Shipping.
STEAMERS.
 "SHIRE" LINE OF STEAMERS.
 FOR HAVRE, LONDON, HAMBURG AND ANTWERP.
 THE Steamship
 "PEMBROKESHIRE."
 Captain Daucaster, will be despatched as above on or about the 25th instant.
 For Freight or Passage, apply to
 ADAMSON, BELL & Co.,
 Agents.
 Hongkong, 13th June, 1890. [747]

FOR NEW YORK.
 THE Steamship
 "LENNOX."
 Captain Swinnerton, will be despatched for the above Port, on or about the 28th inst.
 For Freight, apply to
 ADAMSON, BELL & Co.,
 Agents.
 Hongkong, 17th June, 1890. [922]

NIPPON YUSEN KAISHA.
 FOR KOBE & YOKOHAMA.
 THE Company's Steamship
 "MIKE MARU."
 Captain Sommer, will be despatched for the above Ports, on the 30th prox.
 For Freight or Passage, apply to
 GEO. R. STEVENS & Co.,
 Agents.
 Hongkong, 19th June, 1890. [930]

SAILING VESSELS.
 FOR NEW YORK.
 THE 3/3 A. L. I. British Bark
 "Z. RING."
 McLeod, Master, is now loading for the above Port, and will have quick despatch.
 For Freight, apply to
 REUTER, BROCKELMANN & Co.,
 Hongkong, 2nd June, 1890. [800]

FOR NEW YORK.
 THE 3/3 L. I. American Ship
 "LANDSEER."
 Laffin, Master, will load here for the above Port, and will have quick despatch.
 For Freight, apply to
 RUSSELL & Co.,
 Hongkong, 9th June, 1890. [875]

FOR NEW YORK.
 THE 3/3 L. J. L. British Ship
 "CHARLES S. WHITNEY."
 Bolt, Master, will load here for the above Port, and will have quick despatch.
 For Freight, apply to
 RUSSELL & Co.,
 Hongkong, 30th May, 1890. [825]

Mails.
 CANADIAN PACIFIC STEAMSHIP COMPANY.
 TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE.
 THE CANADIAN PACIFIC RAILWAY AND OTHER CONNECTING RAILWAY LINES & STEAMERS.
 THE British Steamship
 "BATAVIA."
 2,553 Tons Register, Captain Williamson, will be despatched for VANCOUVER, B.C., via SHANGHAI AND YOKOHAMA, on THURSDAY, the 26th June, at NOON.
 To be followed by the S.S. "ABYSSINIA" on the 3rd July, and S.S. "PARTHA" on the 24th July.
 Connection will be made at Yokohama with Steamers from Japan Ports, and at Vancouver with Pacific Coast Points, by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
 First-class Fares granted as follows:—
 To Vancouver and Victoria, (Mex.) \$210.00
 To Montreal, New York, &c., 220.00
 To Liverpool 325.00
 To London 330.00
 To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.
 Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Office, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.
 Freight will be received on board until 4 P.M. on the 25th June.
 All Parcels must be sent to our Office and should be marked to address in full, and the same will be received by us until 5 P.M. the day previous to sailing.
 For information as to Passage or Freight, apply to
 ADAMSON, BELL & Co.,
 Agents.
 Hongkong, 21st June 1890. [91]

NORDEUTSCHER LLOYD.
 NOTICE.
 STEAM FOR
 SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.
 ALSO,
 LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.
 THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.
 N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.
 ON WEDNESDAY, the 2nd day of July, 1890, at 10 A.M., the Company's Steamship "BRAUNSCHWEIG" Captain A. Meier, with MALES, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at GENOA, and thence to the principal places in RUSSIA.
 Shipping Orders will be granted till Noon, Cargo will be received on Board until 4 P.M. Specie and Parcels until 3 P.M. on 1st July. (Parcels are not to be sent on Board; they must be left at the Agency's Office). Contents and Value of Packages are required. The Steamer has splendid Accommodation and carries a Doctor and Stewardess.
 For further Particulars, apply to
 HELLMERS & Co.,
 Agents.
 Hongkong, 9th June, 1890. [914]

Mails.
 STEAM FOR
 SINGAPORE, PENANG, COLOMBO, ADEN, ISMAILIA, PORT SAID, MALTA, GIBRALTAR, MARSEILLE, BRIN, DISI, TRIESTE, VENICE, PLYMOUTH, AND LONDON.
 ALSO,
 BOMBAY, MADRAS, CALCUTTA AND AUSTRALIA.
 N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PERSIAN GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.
 SPECIE ONLY LANDED AT PLYMOUTH.
 THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "CLYDE," Capt. J. L. Parfitt, R.N.R., with Her Majesty's Mails, will be despatched from this Port for LONDON via BOMBAY & SUEZ CANAL, on THURSDAY, the 26th June, at NOON.
 Cargo will be received on board until 4 P.M., on the day before sailing.
 Silk and Valuables for Europe will be transhipped at Colombo; General Cargo for London will be conveyed via Bombay without transhipment, arriving one week later than by the ordinary direct route via Colombo. Tea will be sent either via Bombay or Colombo according to arrangement.
 For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.
 The Contents and Value of Packages are required to be declared prior to shipment. Shippers are particularly requested to note the terms and conditions of the Company's "Black Bills" of Lading.
 This Steamer takes Cargo and Passengers for Marseilles.
 E. L. WOODIN,
 Superintendent.
 P. & O. S. N. Co.'s Office,
 Hongkong, 16th June, 1890.

U. S. MAIL LINE.
 PACIFIC MAIL STEAMSHIP COMPANY.
 THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.
 THE U. S. Mail Steamship
 "CHINA"
 will be despatched for San Francisco, via Kobe and Yokohama, on THURSDAY, the 26th June, at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.
 Through Bills of Lading issued for transportation to Yokohama and other Japan Ports to San Francisco, and Atlantic and Land Cities of the United States via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.
 Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.
 First-class Fares granted as follows:—
 To San Francisco 225.00
 To San Francisco and return 393.75
 To Liverpool 325.00
 To London 330.00
 To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
 Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
 Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.
 Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day. All Parcel Packages should be marked to address in full; value of same is required.
 Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.
 For further information as to Passage and Freight, apply to the Agency of the Company No. 50A, Queen's Road Central.
 C. D. HARMAN,
 Agent.
 Hongkong, 17th June, 1890. [91]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.
 TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, INDIA, AFRICA, EUROPE, AND CENTRAL AND SOUTH AMERICA, AND VIA THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.
 THE Steamship
 "BELGIC"
 will be despatched for San Francisco, via Yokohama, on TUESDAY, the 8th July, at 1 P.M.
 Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.
 All PARCEL PACKAGES should be marked to address in full and the same will be received at the Company's Office until 7 P.M. the day previous to sailing.
 First-class Fares granted as follows:—
 To San Francisco 225.00
 To San Francisco and return 393.75
 To Liverpool 325.00
 To London 330.00
 To other European Ports at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.
 Passengers by this line have the option of proceeding Overland by the Southern Pacific and Connecting Lines, Central Pacific, Northern Pacific or Canadian Pacific Railways.
 Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.
 Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.
 For further information as to Freight or Passage, apply to the Agency of the Company No. 50A, Queen's Road Central.
 C. D. HARMAN,
 Agent.
 Hongkong, 16th June, 1890. [91]

For Sale.
HONGKONG TIMBER YARD, WANCHAI.
 OREGON PINE SPARS and NUMBER Always on Hand.
 L. MALLORY.
 Hongkong 24th June, 1890. [955]

FOR SALE.
 THE useful and commodious Steam Launch "E. L. K."
 Length over all 36 feet.
 Breadth "7"
 Depth "5"
 Speed 8 knots an hour.
 This Launch has just undergone a complete overhaul, new decks laid, and the bottom re-cooped. The Engines and Boiler have been put in first class order and new awnings fitted. As this boat, with her full complement of coals, water, &c., on board, draws less than 3 feet, she is specially adapted for river work.
 For further particulars, apply to
 CRUICKSHANK & Co., Ltd.,
 or to
 J. W. KINGHORN,
 13, Praya Central.
 Hongkong, 14th June, 1890. [907]

FOR SALE.
AT WHOLESALE PRICES.
 SACCONES' SHERRY, PORT, CLARET, HOCK, BRANDIES, WHISKIES, MACHINERY, GAS ENGINES, SINGERS' SEWING MACHINES, SCALES, PAINTS, OILS AND VARNISH, BICYCLES AND TRICYCLES, SODA WATER MACHINERY, TEVES' SANITARY COMPOUNDS, BICYCLE WHEELS FOR JINRICKSHAWS.
 Apply to
 W. G. HUMPHREYS & Co.,
 Remy Building,
 Hongkong, 21st November, 1889. [11]

JUST ARRIVED, FOR SALE.
 THE New Steam Winder and Enamelled Dial.
WATERBURY WATCH.
 SERIES J.—For Gentlemen's, or large size.
 SERIES L.—For Ladies', or small size.
 Jewelled, Dust-proof, Keyless, with all the latest improvements. A perfect and unrivalled timekeeper; reliable, durable and accurate, and also
 SERIES E.—The "Good old favorite." The best form of the original Waterbury, offered at the reduced price of \$2.70 each.
 Orders from Out-ports to be accompanied with remittance for cost.
 THE MITSUI BUSSAN KAISHA,
 Sole Agents in Japan, China, Corea, Hongkong & Manco.
 No. 10, QUEEN'S ROAD CENTRAL.
 Hongkong, 20th November, 1890. [22]

FOR SALE.
AT THE PEAK.
 "THE FALLS" on R. R. L. No. 38.—A well built six-roomed House, at present let on lease for one year.
 For full particulars, apply to
 THE HONGKONG INVESTMENT & AGENCY CO., LTD.
 Hongkong, 12th November, 1889. [28]

FOR SALE.
 THE Schooner
 "MONTIARA,"
 Length 75 feet.
 Beam 18 "
 Depth of hold 7 "
 Registered tonnage 75 tons.
 (Owing to recent alterations the carrying capacity of the *Montiara* has been increased to about 120 tons, dead weight.)
 The *Montiara* was built in Singapore, and is most solidly constructed of steel throughout, with iron-wood frames. She has recently been thoroughly overhauled under experienced European superintendence, fastened throughout with 7 inch galvanized spikes, and steeled re-coppered. She is lashed-rigged with the best canvas sails. Draft of water 7 feet.
 For further particulars apply to
 R. FRASER-SMITH,
 6, Pedder's Hill.
 Hongkong, 9th April, 1890. [529]

CHS. J. GAUPP & CO.
 CHRONOMETER, WATCH, AND CLOCK-MAKERS, JEWELLERS, SILVER-SMITHS, AND OPTICIANS.
 NAUTICAL INSTRUMENTS.
 Sole Agents for Louis Audemars' Watches; awarded the highest Prizes at every Exhibition; and for Vögtli's and Solin's CELEBRATED OPERA GLASSES, MARINE GLASSES AND SPYGLASSES. No. 48, Queen's Road Central. [913]

CARBOLINEUM AVENARIUS, (REGISTERED).
 AN ANTISEPTIC PAINT for the Preservation of Wood, Walls, Ropes and Ship's Tackle. May be applied to Rans, Floors, Wainscoting, Wooden Ornament, Raves, Roof, Wooden Sheds, Farmers' and Gardeners Implements, Carts, Posts, Fences, Stables, Gates, Bridges, Boats, and all Timber underground. Effectually excludes all dampness from walls painted with it and entirely prevents the crumbling away and decay of both stone and bricks. White ants do not touch wood painted with Carbolineum Avenarius.
 Used during the last 14 years with the utmost success, as proved by numerous Testimonials of living authorities.
 Sold in casks of about 450 lbs. net. Price 8 cents per lb.
 For further particulars, apply to
 SCHEFFLE & Co.,
 Sole Agents,
 No. 16, Stanley Street.
 Hongkong, 2nd December, 1889. [39]

NOW READY.
THE HONGKONG JOCKEY CLUB RACE MEETING, 1890.
 A Full Descriptive Report, in pamphlet form. Orders may be sent to the following Agents:—
 Mr. W. Brewer.
 Messrs. Kelly & Walsh, Ltd.
 Messrs. Lane, Crawford & Co.
 The Hongkong Trading Co., Ltd.
 or to
 The "Hongkong Telegraph" Office, Pedder's Hill.
 Hongkong, 8th March, 1890.

G. FALCONER & CO.
 WATCH AND CHRONOMETER-MAKERS, JEWELLERS AND OPTICIANS. No. 48, Queen's Road Central. [912]